

I emphatically protest the approval of the Lilac Hills Ranch (LHR) project in Valley Center. On many levels.

The GENERAL PLAN for San Diego County was finally completed less than two years ago and DID NOT INCLUDE LHR.

The San Diego HOUSING UNIT update submitted this spring DID NOT INCLUDE LHR.

The idea of allowing LHR to cram in 1750 housing units on 600 acres **zoned for only 120** is repugnant.

The LHR project is poorly planned, self-serving, wishful, and rude. The developer has not considered anything but his own profit and how to recoup his costs of purchasing the land prior to the real estate crash. There has not been any consideration for traffic, traffic safety, fire hazards, natural contours of the land, neighbors, access to the freeway or schools or the country atmosphere of the area.

The idea that adding over 5,000 people (and 10k to 15k vehicles) is offensive.

The argument that this project will 'create jobs' is delusional or false. The construction industry may pick up a bit in this area, but where are all the people going to work that would buy into this project? The jobs are temporary at best and the project will only exacerbate traffic problems on I-15 (NORTH AND SOUTH) as well as Highway 395, Gopher Canyon Road, Old Castle Road, Lilac Road, and Valley Center Road.

PLEASE deny the GP update and Lilac Hills Ranch as it is now presented. It needs to go back to the developer for about a 99% reduction in size. THEN perhaps it will be acceptable.

I emphatically protest the approval of the Lilac Hills Ranch (LHR) project in Valley Center. On many levels.

The GENERAL PLAN for San Diego County was finally completed less than two years ago and DID NOT INCLUDE LHR.

The San Diego HOUSING UNIT update submitted this spring DID NOT INCLUDE LHR.

The idea of allowing LHR to cram in 1750 housing units on 600 acres **zoned for only 120** is repugnant.

The LHR project is poorly planned, self-serving, wishful, and rude. The developer has not considered anything but his own profit and how to recoup his costs of purchasing the land prior to the real estate crash. There has not been any consideration for traffic, traffic safety, fire hazards, natural contours of the land, neighbors, access to the freeway or schools or the country atmosphere of the area.

The idea that adding over 5,000 people (and 10k to 15k vehicles) is offensive.

The argument that this project will 'create jobs' is delusional or false. The construction industry may pick up a bit in this area, but where are all the people going to work that would buy into this project? The jobs are temporary at best and the project will only exacerbate traffic problems on I-15 (NORTH AND SOUTH) as well as Highway 395, Gopher Canyon Road, Old Castle Road, Lilac Road, and Valley Center Road.

PLEASE deny the GP update and Lilac Hills Ranch as it is now presented. It needs to go back to the developer for about a 99% reduction in size. THEN perhaps it will be acceptable.

Respectfully,

Dorothy Kennedy  
Valley Center  
760/749-8344

## Slovick, Mark

---

**From:** Patty <kyranlis@yahoo.com>  
**Sent:** Monday, August 19, 2013 3:55 PM  
**To:** Slovic, Mark  
**Subject:** DEIR for ACCRETIVE project

Hello Mark, This project and the reports submitted for it are seriously flawed for many reasons. A couple of glaring things are the traffic issues, fire issues, water including run off of stormwater.

The barrel system for recycling water at this many homes is unenforceable. Would the county inspectors be available to monitor the use and maintenance of such water barrels at each home?

The traffic issues have not been properly addressed. How many vehicles could cross that bridge in case of evacuation? The building of so many homes in this area would prove disastrous for current home owners and any additional homes.

The answer to fire safety is to not build 1700 homes in an already imperiled area.

This project is piece meal and inconsistent with the General Plan. Why even have a plan if you don't adhere to it? Why bother trying to fool the public at all?

This project goes against all reason. Its sole purpose is to make a few developers rich. It has NOTHING to do with the plans outlined in the General Plan.

Please do the right thing and reject this abomination!

Patricia LaChapelle

They have proposed rain barrels for each home to  
Sent from Yahoo! Mail on Android

August 17, 2013

Mr. Mark Slovick  
San Diego County Department of Planning and Development Services  
5510 Overland Ave., Suite 310  
San Diego, CA 92123  
Mark.slovick@sdcounty.ca.gov.

Dear Mr. Slovick,

Accretive Investments' claim that their proposed Lilac Hills development of 1746 residential units, 90,000 square feet of commercial meet Leadership in Energy and Environmental Design (LEED) is Orwellian double-speak. The first principle of LEED is to build on urban (brown) sites where infrastructure is in place. It is also Orwellian double-speak to claim that this project, that will blast over four million cubic yard of earth, will leave the natural topography in place.

This project is a slap in the face to the Valley Center Community Planning Group, an elected body that spend countless volunteer hours developing their blueprint for future development in Valley Center.

I am attaching an article from the June 7, 2012, issue of Nature. Simply put, the authors of this article believe that the entire world ecosystem might be close to the point where it will be damaged beyond the point where it can repair itself. There are many examples of where this damage has happened on a local scale. Easter Island is a prime example. The unchecked exploitation of Easter Island's forest of Palms and plentiful supply of fresh water turned it into a desert island. Now, I am not suggesting that this one project, Lilac Hills, will tip the balance and ruin the planet's web of life. But if this project is passed, it will set a precedent for man more such "villages" replacing prime agricultural land, and natural habitat. Don't allow such a precedent to be set.

Sincerely,

Margaret McCown Liles

P.S. I am e-mailing this to you to meet the August 19, 2013 deadline. I will mail a hardcopy of this letter as well as the Nature article.

Catherine M Matsumoto  
1919 Robinhood Road  
Vista, CA 92084

Mr. Mark Slovick  
County of San Diego PDS  
5510 Overland Ave., Suite 110  
San Diego, CA 92123

August 18, 2013

Dear Mr. Slovick:

RE: LILAC HILLS RANCH DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)

Before a final decision is made to place a high density development in the middle of a rural agricultural area, I hope you will consider the potential harm being done not only to an industry but a way of life that has been integral to many American families.

Historically, agriculture and high density uses do not mix well. High density projects in the middle of active agriculture cause significant indirect effects to agricultural resources. Some examples are: farm practice complaints, pesticide use limitations, and liability concerns; economic instability caused by urbanization and changing land values; trespassing, theft and vandalism; damage to equipment, crops and livestock; crop and irrigation spraying limitations due to urban use encroachment; Introduction of urban use pollutants entering farm water sources; competition for water; development affecting recharge of groundwater; soil erosion and storm water runoff emanating from urban use; shading of crops from inappropriate buffering; importation of pests and weeds from urban areas or introduction of pest populations from unmaintained landscaping; increased traffic; effects of nighttime lighting on growth patterns of greenhouse crops; interruption of cold air drainage.

Personally, our family as flower growers dealt with these issue multiple times over the years. Three generations ago around the 1920s, Hajime Matsumoto came to the United States and began farming flowers in the South Bay area of Los Angeles. December 7, 1941, he was pulled out of the shower naked at his home and taken away from his family leaving his nine year old son to sell the family farm for pennies on the dollar. Hajime was sent to a prison in northern California while his wife and four children were sent by boxcar to Jerome Arkansas; he would not see his family for four years. Following the incarceration and internment the entire family worked on a farm long enough to earn enough money and pool their resources to purchase another parcel of land in Torrance. In the early 1950's as the area's growth expanded rapidly, flower growers were forced to move. While some flower growers moved north to Oxnard, in 1955 Hajime and his son Noboru headed south to Solana Beach purchasing a 16 acre parcel east of Pacific Coast Highway and the then non-existent I-5.

By the time I came to the family in 1980, the flower ranch in Solana Beach was a thriving business full of the most spectacularly colorful and fragrant lilies, carnations, tuberose, asters and other assorted field flowers. Initially I only saw the immense beauty but soon learned to appreciate the dedication to the agri-business shared by my father-in-law Noboru and his son, Hisashi (my husband). Flower growing (as all agri-business) isn't for wimps; this is a 24/7 multifaceted industry and success is reliant on the alignment of numerous factors. Sadly for the Matsumoto family, the mid 1980's proved to be very difficult. Although the flower ranch had been in Solana Beach long before the neighbors, that certainly didn't stop people from building around the ranch then complaining about the pesticides or smell of the fertilizer. We had to rescue numerous people rummaging for "free" flowers from our dumpsters only to be sued when they were hurt or felt the flowers were responsible for the onset of a chronic disease. Finally, the repercussions of legal battles along with the demands and underhanded dealings from the city left the Matsumoto family little choice but to leave the ranch with not much more than the down payment for a much smaller parcel unsuitable to growing flowers. Our family had to fight the city which was using eminent domain to acquire our property for a park. After the city gained control, the property was sold to a developer and converted to high density housing. My two oldest children have few memories of the ranch and the younger two have significantly less. In our family, there is no hope for the legacy of a family farm. Although my husband was able to use his college education to forge a new career path, for my father-in-law, the experience broke his heart and his spirit.

There is an opportunity to preserve agriculture in our San Diego region. However, if history is allowed to be repeated by allowing this high density project to be approved, the agriculture industry and the family farms will be decimated. With regard to cumulative impacts, such a high density development placed in the middle of agriculture will reduce the barriers to growth in the area. As in other cities such as Encinitas, "the former flower capital of the world," allowing high density projects will induce growth and cause the conversion of additional agricultural land until it is all gone. I urge you to consider the negative impacts to the declining agri-business and reject the Lilac Hills Ranch Project.

Sincerely,

Catherine Armas-Matsumoto

August 8, 2013

Ms. Delores McQuiston  
2300-229 E. Valley Parkway  
Escondido, CA 92027

Mr. Mark Slovick  
San Diego County Department of Planning and Development Services  
5510 Overland Avenue, Suite 310  
San Diego, CA 92123

Dear Mr. Slovick,

As you are well aware, the San Diego County General Plan, costing some \$19 million and taking 13 years to be approved, is in danger of being gutted through a precedent – setting amendment to the new General Plan. The developer, Accretive Investments, in its amendment, is claiming consistency with the General Plan. Without analysis of the General Plan Principles, Goals or Policies that must be amended to accommodate the project, the General Plan will be rendered meaningless. In addition, staff has not challenged the claims in the Specific Plan and the Draft Environment Impact Report.

In the General Plan update thousands of rugged acres along the I-15 between Escondido and Fallbrook to include the Merriam Mountain project site and this area as well, were designated Rural and Semi-Rural. There were numerous General Plan principles to ensure that future growth would be located where infrastructure is already in place.

The Accretive amendment is clearly leapfrog development that the new General Plan was supposed to discourage. The last minute insertion of land use policy LU 1.2 was revised to read: “Prohibit leapfrog development which is inconsistent with the Community Development Model. Leapfrog development restrictions do not apply to new Villages that are designed to be consistent with the Community Development Model, that provide necessary services and facilities, and are designed to meet the LEED neighborhood development certification or an equivalent.”

LEED Neighborhood Development criteria are extremely explicit. The site’s remote location and lack of existing infrastructure contradicts LEED prerequisite criteria for Neighborhood Design. LEED certification requires that development on urban (brown) sites with infrastructure in place, not green agricultural or natural habitat sites. LEED certification minimizes fossil fuel burning. This development would add roughly 32,000 daily road trips from a new ‘village’ of some 5000 people on rural roads with numerous modifications lowering County Road Standards.

The area called the West Lilac triangle, is 10 miles north of SANDAG’s “Smarth Growth” boundary, is hilly and criss-crossed with creeks, is separated from the I-15

corridor by roller coaster hills and is either natural or sparsely developed in small agricultural, horticultural, and equestrian operations, or rural homes. Several thousand rural acres that surround the Accretive site will be impacted directly by the unplanned urbanization of this area. Additionally, Accretive plans to blast/grade 4-plus million cubic yards of materials while claiming that natural topography will remain.

If this project is approved, the threat of intense Village development will hang over every rural neighborhood in San Diego County. The New County General Plan, costing taxpayers many millions, will be made null and void.

Sincerely,

A handwritten signature in black ink that reads "Delores McQuiston". The signature is written in a cursive, flowing style.

Delores McQuiston  
President, Escondido Chamber of Citizens  
760-745-8617



Dear Mr. Slovic,

This e-mail is being sent to object to the implementation of the above-mentioned development. The Development is not consistent with the County General Plan. It is high time for the San Diego County planning authorities to dramatically slow down development in our county if it is to remain an attractive place to live for its present occupants. To continue to add developments such as this one which would wrench away large portions of our backcountry and replace it with urban wasteland is scandalous and a disservice to the people who live here. Take a page from the efforts made in the San Francisco East Bay and Peninsula areas where truly large areas of open space were put aside for the enjoyment of this and future generations. San Diego does not need to follow the Los Angeles model. There are alternatives!

Sincerely,

Dr. Ronald Medak

Mr. Slovic

There is no way that this development can safely be added to the community as proposed. The Lilac bridge and the surrounding roads in their current form cannot safely accommodate the massive amounts of additional traffic that Lilac Hills Ranch will create.

I do not see how the County can approve this development in its current proposed form.

Thanks for your consideration.

Aaron Moore  
760-533-2900

Thank you Mr. Slovic for the information. Here is my comment, which addresses my most serious concern with the Lilac Hills Ranch project:

Until the developer insures that my neighbors and I can safely evacuate the West Lilac Rd. area when ordered to do so by the fire department or sheriff department, the project must not go forward. Please do not risk the lives of current residents by considering any development that will not insure our safety. That is what I expect of our elected officials and all county government employees. By the way, I vote, and so do my many children and grandchildren!

Sincerely,  
Claire Murray  
9076 W. Lilac Rd.  
Escondido, CA 92026

On Mon, Aug 19, 2013 at 10:27 AM, Slovic, Mark <[Mark.Slovick@sdcounty.ca.gov](mailto:Mark.Slovick@sdcounty.ca.gov)> wrote:

Hi Claire,

I apologize for not responding back to you. I thought that those were your comments on the Environmental Impact Report (EIR).

The project does not propose to widen the West Lilac Road Bridge. The project proposes to add a curb, gutter and sidewalk to the south side of the existing bridge. The project does propose to improve West Lilac Road from the project site to Old Highway 395. This information is included in the Draft EIR, Tentative Map and Preliminary Grading Plan exhibits online:  
[http://www.sdcounty.ca.gov/pds/regulatory/docs/LILAC\\_HILLS\\_RANCH/LILAC-HILLS-RANCH.html](http://www.sdcounty.ca.gov/pds/regulatory/docs/LILAC_HILLS_RANCH/LILAC-HILLS-RANCH.html).

Please submit your comments by 4pm today in order for them to be included in the EIR.

Thanks, Mark

**From:** Claire Murray [mailto:[ckmurray8@gmail.com](mailto:ckmurray8@gmail.com)]  
**Sent:** Thursday, August 15, 2013 8:24 PM  
**To:** Slovic, Mark  
**Subject:** Fwd: Lilac Hills Ranch Project

Dear Mr. Slovic,

The time for making comments regarding my concerns about the proposed Lilac Hills Ranch project is growing short. My intention has been to garner as much information as possible before offering an opinion. When I asked the question in the message sent on Aug.5, 2013, I was expecting a reply from you. There is still a very small bit of time for you to reply, so that, armed with facts, I can make my comments by the deadline. Will you please reply?

If my questions should be directed elsewhere, will you kindly respond with the appropriate place, so that I can follow the correct procedure?

Please note: For your convenience, I have included the previous message..

Thank you,

Claire Murray

----- Forwarded message -----

From: **Claire Murray** <[ckmurray8@gmail.com](mailto:ckmurray8@gmail.com)>

Date: Mon, Aug 5, 2013 at 10:27 PM

Subject: Lilac Hills Ranch Project

To: [Mark.Slovick@sdcounty.ca.gov](mailto:Mark.Slovick@sdcounty.ca.gov)

Dear Mr. Slovic,

I have a concern about the proposed Lilac Hills Ranch project near W. Lilac Rd, in North San Diego County. In the event of a wildfire, the residents of this area would need to use W. Lilac Rd to evacuate. Even if W. Lilac Rd were to be widened, and improved, the bridge that spans I-15 would need to be traversed. Are there plans to widen that bridge? If not, what are the evacuees expected to do when they reach that narrow bridge, which will certainly be filled with vehicles full of helpless residents?

Members of my family were trapped in Ramona during the disastrous fire a few short years ago. Unable to traverse the clogged highways, they had to shelter in place, within their home. I was unable to help them in any way during that time. It was a terrifying situation. How can I be assured that a safe, effective route will be available to me if I need to evacuate my home, which is east of the bridge, on W. Lilac Rd?

Any information that you provide that can allay my fears, will be appreciated.

Sincerely,

Claire Murray

Dear Mr. Slovic,

I have a concern about the proposed Lilac Hills Ranch project near W. Lilac Rd, in North San Diego County. In the event of a wildfire, the residents of this area would need to use W. Lilac Rd to evacuate. Even if W. Lilac Rd were to be widened, and improved, the bridge that spans I-15 would need to be traversed. Are there plans to widen that bridge? If not, what are the evacuees expected to do when they reach that narrow bridge, which will certainly be filled with vehicles full of helpless residents?

Members of my family were trapped in Ramona during the disastrous fire a few short years ago. Unable to traverse the clogged highways, they had to shelter in place, within their home. I was unable to help them in any way during that time. It was a terrifying situation. How can I be assured that a safe, effective route will be available to me if I need to evacuate my home, which is east of the bridge, on W. Lilac Rd?

Any information that you provide that can allay my fears, will be appreciated.

Sincerely,  
Claire Murray

Dear Mr. Slovick,

Please accept this letter of opposition and protest to the development proposed for Lilac Hills Ranch Development.

The development, in our opinion, is much too large and does not bring any value to the existing property owners currently living in the community. It will bring considerable negative issues to the existing surrounding communities.

One of the most worry some issue to my husband and myself is the added burden of traffic on our existing rural roads. These roads are already suffering for the existing traffic as they are very narrow, very windy and are in constant need of patching. I have been delayed numerous times by tow trucks removing vehicles that have had breakdowns and accidents that block the entire lane as there is no pull outs or shoulders that exist on Circle R Drive. Nor is there adequate land available on many parts of Circle R Drive to accommodate such pull offs if they were to be proposed. There was a recent incident where a vehicle drove across the double line and went off the street into a tree. This was due to driver error. I was delayed for 20+ minutes until a tow truck was summoned to pull the vehicle away from the tree and out of the lane of traffic that the vehicle was partially blocking. I can not begin to calculate what additional traffic problems that so many additional trips would be caused by the additional of 1600+ homes. It would be horrendous for all of us. Just the construction vehicles to build such a development would clog and deteriorate the road conditions on Circle R Drive as well as Mountain Ridge.

The right of way on our personal ingress, egress to our home is off of Mountain Ridge Road. This will be harmed by the proposed development traffic. The developers are saying they have access over our private road. How can this be? I did not give my permission, nor has anyone in our 18 home development of "Circle R Estates". We do not want the added burden of the road maintenance that would be required on Mountain Ridge Lane. Currently all of us folks that live off this private road must contribute to the up keep of the road. The added burden is unacceptable. Again, we do not need, want or approve access off our private ingress and egress.

We chose to live in this rural community with our 2+ acre lot as a way of life. Having "Big City" development just a stone's throw from our house will be totally distractive, intrusive and offensive to our current way of life. We both believe that our property value would be greatly diminished. The noise levels will increase, traffic will increase, accidents will increase; the proposed development is totally out of character for this rural area. The air quality will decrease. There are not adequate fire services, water services, schools to handle this development.

Please help our cause by a no vote on this development.

Respectfully submitted by:

Gary and Linda Nelson  
9755 Megan Terrace  
Escondido, CA 92026  
760 751-1958

**LILAC HILLS RANCH**

**3800 12-001 (GPA), 3810 12-001 (SP), 3100 5571 (TM),  
3100 5572 (TM), 3600 12-003 (REZ), 3300 12-005 (MUP), 3500 12-017  
(STP), 3500 12-018 (STP), HLP XX-XXX, SCH 2012061100  
ENVIRONMENTAL LOG NO.: 3910 12-02-003 (ER)**

**DRAFT EIR PUBLIC REVIEW PERIOD**

**July 3, 2013 through August 19, 2013**

**DRAFT EIR COMMENT SHEET**

Thursday, August 1, 2013  
COUNTY OF SAN DIEGO  
Planning & Development Services  
5510 Overland Avenue, Suite 310  
San Diego, CA 92123

**WRITTEN COMMENT FORM**

~~I understand that the comment period for this project is over, but I~~  
~~wanted to comment mostly on the Staff that attended this meeting.~~  
The folks in Valley Center are very passionate folks. This is one of the  
reasons that I love my community so much. But if you are on the end  
that is not agreed with fully, we could seem a bit harsh.  
Every single one of the Staff members that attended this meeting handled  
themselves with the utmost of class and very knowledgeable about the  
project. I applaud them and appreciate very much them taking  
the time out of thier evening to come way out to Valley Center!!

(Attach additional pages as needed)



Signature

8-21-13

Date

LaVonne Norwood

Print Name

**DIAL FAX or E-MAIL FORMS TO:**

Mark Flavick  
County of San Diego  
Planning & Development Services  
5510 Overland Avenue, Suite 310  
San Diego, CA 92123  
FAX: (619) 594-3373  
Email: [Mark.Flavick@sdcounty.ca.gov](mailto:Mark.Flavick@sdcounty.ca.gov)

29010 Lilac Rd

Address

Valley Center, CA 92082

City

State

Zip Code

760-212-0738

Phone Number

**COMMENTS MUST BE RECEIVED BY 4:00 PM, AUGUST 19, 2013**



# LAW OFFICES OF WESLEY W. PELTZER

A PROFESSIONAL CORPORATION

751 RANCHEROS DRIVE, SUITE 4  
SAN MARCOS, CALIFORNIA 92069  
TELEPHONE (760) 744-7125  
FAX (760) 744-8259  
E-MAIL: WWPELTZER@AOL.COM

August 19, 2013

## Via E-Mail

Mark Slovick  
Planning and Development Services  
County of San Diego  
5510 Overland Avenue  
San Diego, CA 92123

Re: *Comments on Lilac Hills Ranch Draft EIR*

Dear Mr. Slovick:

We represent the Pardee family who owns two properties directly adjoining the Lilac Hills Ranch specific plan. These are the 79-acre Covey Farms property located on the south side of Covey Lane adjoining the Lilac Hills Ranch specific plan area and the 40-acre Circle R property that abuts the Lilac Hills Ranch specific plan area at the southern end on Mountain Ridge Road. Please accept this letter as our official comments on the Draft EIR (the "DEIR"). For the reasons noted in this letter, we have concluded that the Lilac Hills Ranch project violates both the County General Plan and the Valley Center and Bonsall Community Plans prohibiting approval of the project. We have also concluded that the Draft EIR violates the California Environmental Quality Act ("CEQA") and omits vital information and a proper analysis of environmental impacts requiring recirculation of the Draft EIR.

## I.

### THE PROJECT

The Lilac Hills Ranch specific plan consists of 90,000 square feet of commercial uses, a 50 room country inn, 746 residential units, a senior community center, a group residential and care facility, a dementia care facility, a recycling facility, a water reclamation facility, a new fire station and a church. (DEIR pp. S-1, 1-8). The project's density is 2.9 dwelling units to the acre. (DEIR p. 1-2).

The project includes construction over ten years. (DEIR p. S-3). The project results in significant and unmitigable visual, air quality, traffic and noise impacts. (DEIR p. S-5).

The current general plan designation for the site permits 110 residential units and mandates the preservation of 257 acres of the site in open space. (DEIR p. S-7). Accordingly, the project exceeds the permitted density by 1,646 residential units, an increase of 1587% of the permitted density for the project area. The project will result in 4 million cubic yards of grading and blasting for 45 days. (DEIR pp. 1-26, 1-28).

## II.

### THE DRAFT DEIR FAILS TO ADEQUATELY ANALYZE LAND USE IMPACTS

The Draft EIR concludes that the project is consistent with the County general plan and land use impacts are less than significant. (DEIR p. 3-65). The Draft EIR also concludes the project is consistent with the Valley Center Community Plan and the Bonsall Community Plan. (DEIR pp. 3-66, 3-67).

The Draft EIR correctly concedes that the project would have a significant land use impact if it would conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project. (DEIR p. 3-64).

Numerous provisions of the Draft EIR recognize that the project is not consistent with the County general plan. The Draft EIR expressly states the project proposes "land uses and densities *not consistent* with the adopted General Plan". (DEIR p. 3-64). The Draft EIR also acknowledges that the project is designated semi-rural 4 in the Valley Center Community Plan "which permits one housing unit per 4, 8, or 16 gross acres, dependent on slope". (DEIR p. 3-56). The DEIR likewise concedes that the semi-rural 10 designation on the site permits "one unit per 10 or 20 gross acres, dependent on slope within the VCP area". (Id. p. 3-56).

The DEIR notes that the current General Plan designation for the site permits only 110 single-family dwelling units and would require the preservation of 257 acres of the site as open space. (DEIR p. S-7). The DEIR concedes that semi-rural lands are appropriate only for "lower density residential neighborhoods, recreation areas, agricultural operations and related commercial uses that support rural communities". The Land Use Element of the County General Plan specifically notes that: "The Community Development Model directs the highest intensities and greatest mix of uses to Village areas, while directing lower-intensity uses, such as estate-style residential lots and agricultural operations, to Semi-Rural areas". (Land Use Element p. 3-6).

The Lilac Hills Ranch project is not consistent with the County Zoning Ordinance either. The existing zoning for the site is A-70 in the Valley Center community planning area and rural residential in the Bonsall community planning area. (DEIR p. 3-58). Both of these designations require a minimum lot size of 2 acres. (Lilac Hills Ranch Specific Plan p. 1-10). By contract, the Lilac Hills Ranch project proposes a density of approximately 2.9 dwelling units per acre. (DEIR p. 1-2). This density is clearly inconsistent with the densities in both the A-70 and rural residential zones. The A-70 zoning designation states unequivocally that it is "intended to create and preserve areas intended primarily for agricultural crop production". Permitted uses in the A-70 zone are family residential, essential services, fire protection services, and agriculture. (Zoning Ordinance § 2702). The high density residential units, the 90,000 square feet of commercial uses, the 50 room inn, the group residential care facility, the dementia care facility and the church are not permitted in this zone.

The rural residential zoning designation states unequivocally that it "would be applied to rural or semi-rural areas where urban levels of service are not available and where large lots are

desired". Permitted uses in this zone are limited to family residential, essential services, fire protection services, and agricultural uses. (Zoning Ordinance § 2182). Like the A-70 zone, this zone does not permit the 90,000 square feet of commercial uses, the 50 room inn, the senior community center, the group residential care facility, the dementia care facility or the church. None of these are permitted uses in this zone.

The Lilac Hills Ranch project is also clearly inconsistent with the Valley Center Community Plan ("VCCP"). The VCCP unequivocally declares it "is a rural community, and the intent of the Community Plan is to maintain the rural character of the Planning Area". (VCCP p. 4). The VCCP mandates that the rural character be preserved by focusing population growth solely in the communities' existing in the north and south Village areas and "by limiting Village Residential densities to these areas". (Id. p. 7). The VCCP expressly prohibits commercial development "by containing commercial uses in the Cole Grade Road and Valley Center Road area and the Mira de Valley Road and Valley Center Road area". (Id. p. 13). The primary goal of the VCCP is the preservation and enhancement of existing and future agricultural uses in the Valley Center Community Plan. (VCCP p. 14). The VCCP also requires "that the road system function at a service level no worse than "C" at peak hours as development occurs". (Id. p. 52). The traffic section of the DEIR notes numerous roadways, highways, and intersections operating at failing "E" and "F" conditions both from project traffic and cumulative traffic which includes East Vista Way (E and F), West Lilac Road (F), Camino del Rey (E), Gopher Canyon Road (F), Pankey Road (F), Lilac Road (E), Cole Grade Road (E), the SR 76-Old River Road intersection (F), the Old Highway 395/SR 76 interchange (F), the I-15 south and northbound ramps at Highway 395 (F), the Old Highway 395/Circle R interchange (F), and the failing I-15 freeway from the Riverside boundary to El Norte Parkway (F).

The project is also clearly inconsistent with the Bonsall Community Plan ("BCP"). The Bonsall Community Plan unequivocally states it is to "preserve and enhance the rural character of Bonsall through the protection of agriculture, estate lots, ridgelines and the communities' natural resources". The BCP notes that the Bonsall area consists primarily of low-density estate type residential and agricultural uses. Developed residential areas throughout Bonsall consist primarily of low density, estate type lots, many of which are combined with agricultural uses. This type of development, as well as the rolling hill and valley topography of the area, gives Bonsall its rural atmosphere. (BCP pp. 3, 6). The BCP contains an express agricultural goal to "protect and encourage existing and future agriculture/horticulture as a prominent land use throughout the Bonsall area". The BCP mandates that agricultural uses and land suitable for agricultural usage "should be protected from land uses which may be incompatible with agriculture". Nothing in the BCP remotely supports a density of 2.9 dwelling units to the acre or the destruction of 384 acres of existing agriculture on the Lilac Hills Ranch site. (DEIR p. 2.4-4).

The Land Use Section of the DEIR fails to acknowledge the project conflicts with the implementation of the San Diego RAQS creating a significant and unmitigable air quality impact as acknowledged in the air quality section of the DEIR. (DEIR pp. S-10, S-12).

Stated succinctly, the Lilac Hills Ranch specific plan clearly violates the County General Plan, the VCCP, the BCP, the County Zoning Ordinance and the current RAQS resulting in a



significant and unmitigable land use impact. Numerous EIRs have been declared inadequate for failure to properly analyze both project and cumulative impacts. (*San Joaquin Raptor Rescue Ctr. v. County of Merced* (2007) 149 Cal.App.4<sup>th</sup> 645 [EIR inadequate for failing to adequately analyze groundwater impacts, traffic impacts, air impacts and impacts on biological resources]; *Riverwatch v. County of San Diego* (1999) 76 Cal.App.4<sup>th</sup> 1428 [EIR inadequate for failing to adequately analyze air quality impacts]; *Gray v. County of Madera* (2008) 167 Cal.App.4<sup>th</sup> 1099 [EIR inadequate for failing to adequately analyze project's impacts on noise levels].) The Land Use Section of the DEIR needs to be rewritten to fully disclose the significant and unmitigable land use impacts not disclosed in the DEIR and the DEIR needs to be recirculated.

### III.

#### **THE PROJECT PHYSICALLY DIVIDES THE ESTABLISHED VALLEY CENTER AND BONSALL COMMUNITIES RESULTING IN A SIGNIFICANT LAND USE IMPACT**

The DEIR contains one paragraph concluding that the project would not significantly disrupt or divide an established community because there is no established community on the project site. (DEIR p. 3-120). No effort is made in this section to evaluate the impacts of the project on the established Valley Center and Bonsall communities. A review of these communities and statements in the DEIR clearly demonstrate the project will physically divide and alter the established rural residential and agricultural uses throughout Valley Center and Bonsall resulting in a significant and unmitigable land use impact.

The DEIR acknowledges that the VCCP area is characterized by "its agricultural activities and its predominance of estate residential development". (DEIR p. 3-63). The DEIR also acknowledges the intent of the VCCP is to "maintain the rural character of the Planning Area". (Id. p. 3-63). The DEIR notes that development in the Bonsall area has resulted in the predominance of "low density estate type residential lots and agricultural land uses". The DEIR admits that agriculture is a "key factor in Bonsall's rural community character". (Id. p. 3-63). The DEIR further acknowledges that the area surrounding the site is "characterized by its agricultural and residential land uses". (Id. p. 3-64). As noted previously, the VCCP unequivocally states that commercial uses are not permitted except in the existing Village Residential areas, which does not include the project site. The VCCP unequivocally mandates that the rural character be preserved by focusing population growth in the communities' north and south Village areas, and by limiting Village Residential densities to these areas. (VCCP p. 7). Introducing 1,746 residential units, 90,000 square feet of commercial uses, a senior community center, a group residential and group care facility, and a dementia care facility is clearly and unequivocally inconsistent with the low density residential uses and extensive agricultural uses that exist in both Valley Center and Bonsall. In fact, the DEIR itself acknowledges that the project site presently includes 384 acres of existing agricultural uses consisting of orchards, vineyards and row crops. (DEIR p. 2.4-4). The DEIR also acknowledges that areas around the project site are all agricultural related. (DEIR pp. 1-31, 2.4-4). In fact, agricultural uses totally surround the project site as shown on Figure 1-21 of the DEIR. Introducing 1,746 residences, 90,000 square feet of commercial, office, and retail, a 50 room country inn, a senior community center, a group residential and group care facility, and a

dementia care facility in this agricultural and rural residential community unquestionably divides the community resulting in a significant and unmitigable land use impact. Direct and indirect significant effects of a project must be identified and described in the DEIR. (CEQA Guidelines § 15126.2(a)). The failure to do so renders the DEIR fatally defective. (*Santiago County Water District v. County of Orange* (1981) 118 Cal.App.3d 818, 829).

#### IV.

#### **THE NOISE SECTION OF THE DRAFT EIR IS ALSO FLAWED**

The Noise Section of the DEIR concludes that the project will result in significant noise impacts but then purports to adopt mitigation in the form of subsequent noise studies of blasting and materials, an acoustical study to demonstrate noise levels are below 45 CNEL within all residences, an acoustical study of the mechanical equipment, an acoustical study of the commercial land use plan which identifies noise sources and equipment, an acoustical analysis of dog parks, an acoustical analysis of the water reclamation facility, an acoustical analysis of the recycling facility and the preparation of a blasting and monitoring plan concluding the subsequent studies will mitigate these noise impacts. However, since none of these significant noise studies have been done the results of them are unknown and there is no evidence whatsoever demonstrating that any of these significant noise impacts can actually be mitigated. Where there are significant environmental impacts of a project, an EIR cannot defer mitigation planning. Deferral of the specifics of mitigation is permissible where the local entity commits itself to mitigation and lists the alternatives to be considered, analyzed and possibly incorporated in the mitigation plan. On the other hand, an agency goes too far when it simply requires the project applicant to obtain a report and then comply with any recommendation that may be made in the report. (*Defend the Bay v. City of Irvine* (2004) 119 Cal.App.4<sup>th</sup> 1261, 1275; *Endangered Habitats League v. County of Orange* (2005) 131 Cal.App.4<sup>th</sup> 777, 793-794 [mitigation of construction interference from noise, supply depots, and vehicle staging areas was inadequate because it did no more than require a report be prepared and followed and allowed approval by a county department without setting any standards]; *San Joaquin Raptor Rescue Cir. v. County of Merced* (2007) 149 Cal.App.4<sup>th</sup> 645, 671 [same]).

The Noise Section of the DEIR concludes that noise impacts from these facilities are significant without mitigation. The DEIR notes that noise generated by construction activities for the project exceed County standards. (DEIR p. 2.8-10). Impulse noise from the project also exceeds County noise standards. (Id. p. 2.8-10). Noise levels from the HVAC equipment exceed the County noise limit of 50 decibels within 450 feet of the source and are significant. (DEIR p. 2.8-11). The non-emergency electrical generators could exceed County noise standards and create a significant impact. (DEIR p. 2.8-12). Noise generated from parking lot activities is a significant impact. (DEIR p. 2.8-12). Noise from the loading docks during the night time would exceed the County standard for 200 feet from the loading docks and result in a significant impact. (DEIR p. 2.8-13). Noise impacts from the dog park are significant. (DEIR p. 2.8-13). Noise from the water reclamation facility is significant. (DEIR p. 2.8-14). Noise from the recycling facility is significant. (DEIR p. 2.8-15). Construction of the Miller fire station on site generates 81 decibels at 50 feet if the properties are occupied and results in a significant impact. (DEIR p. 2.8-17). The rock crushing exceeds 60 decibels 2000 feet from the rock crushing and

results in a significant impact. (DEIR p. 2.8-18). Damage to nearby residences may occur from blasting which is a significant impact. (DEIR p. 2.8-19).

The DEIR concedes that no blasting study has been done but concludes this is a significant impact. (DEIR p. 2.8-20). However, the DEIR defers a noise analysis of the blasting and materials until a building permit is issued and claims this mitigates the impact. (DEIR p. 2.8-20). An acoustical study to demonstrate the noise levels are below 45 CNEL within all residences and 50 CNEL for schools, churches, and other facilities on site is likewise deferred and treated as adequate mitigation. (DEIR p. 2.8-27). The preparation of an acoustical study of the mechanical equipment is also deferred until a building permit and is treated as adequate mitigation. (DEIR p. 2.8-27). An acoustical study to demonstrate that the commercial land use plans and their noise sources will not exceed County noise levels is deferred until a building permit is issued. (Id. 2.8-27). An acoustical analysis of the dog parks, the water reclamation facility, and the recycling facility are all deferred until a building permit is issued and treated as adequate mitigation. (DEIR pp. 2.8-27, 2.8-28). The deferral of these critical acoustical studies needed to demonstrate the noise impacts of sources already treated as significant in the DEIR is prohibited by CEQA as noted by the prior cases. Each of these noise impacts must therefore be treated as significant and unmitigable unless these noise studies are completed and provided as part of revisions to, and recirculation of the DEIR demonstrating these impacts are no longer significant.

The Noise Section of the DEIR is also defective because it relies exclusively on the County's noise standards without evaluating the significant noise impacts caused by the project when compared to existing ambient noise levels. The DEIR documents that ambient noise levels in the project area are presently 34 to 52 decibels. (DEIR p. 2.8-4). Table 2.8-4 showing on-site future noise levels shows these noise levels rising as high as 62 CNEL, an increase of 28 decibels over existing ambient conditions. (DEIR p. 2.8-34). Similarly, Table 2.8-6 demonstrates that future off-site noise levels will rise to the mid 50s to 62 CNEL at a number of sensitive resources located off-site. (DEIR p. 2.8-37). This reflects an increase of approximating 23 decibels at many existing off-site noise sensitive receptors. The CEQA guidelines for noise recognize that "an activity which may not be significant in an urban area may be significant in a rural area". (CEQA Guidelines § 15064(b)). CEQA cases have held that the failure to properly evaluate significant increases in noise levels even if they do not exceed a noise standard does not comply with CEQA. (*Oro Fino Gold Mining Corp. v. County of El Dorado* (1990) 225 Cal.App.3d 872, 881-882 [citizen's personal observations about excessive noise was substantial evidence that the impact may be significant and should be assessed in an EIR, even though the noise level did not exceed general planning standards]; *Berkeley Keep Jets Over The Bay Committee v. Board of Port Commissions of the City of Oakland* (2001) 91 Cal.App.4<sup>th</sup> 1344, 1381 [EIR vacated where it contained a fixed standard CNEL of 65 decibels but did not consider the particulars of the different areas impacted by the project]). The Noise Section of the DEIR needs to contain a proper analysis of the significant increase in noise levels caused by the project over ambient conditions and whether these result in a significant noise impact whether or not they expressly exceed the County noise standard.

The DEIR admits that traffic noise level increases on Covey Lane and Lilac Hills Ranch Road combined results in a 16 decibel increase and a cumulatively significant noise impact.



(DEIR p. 2.8-22). However, the Noise Section of the DEIR contains no analysis whatsoever of the number of sensitive receptors including residences impacted by this increase or the level of noise they will experience. The Noise Section of the DEIR needs to be revised to properly address this issue.

To mitigate for traffic noise impacts, the Noise Section of the DEIR proposes a 6-foot sound wall along West Lilac Road and a wing wall for all properties fronting Main Street. (DEIR p. 2.8-26). However, there is no discussion in the DEIR about environmental impacts of installing these two walls on adjoining uses (including visual impacts, loss of driveways and impacts on land uses) and proposes no mitigation for any of these impacts. The DEIR needs to be revised to evaluate the environmental impacts of these two extensive walls that are being proposed as noise mitigation.

## V.

### **THE FIRE IMPACT ANALYSIS IS INADEQUATE AND FIRE IMPACTS ARE SIGNIFICANT AND UNMITIGABLE**

The Fire Section of the DEIR fails to acknowledge or address significant fire issues raised by the Deer Springs Fire Protection District ("DSFPD") in multiple letters submitted on June 12, 2012, March 5, 2013 and August 9, 2013. Although the DEIR proposes to utilize the Miller fire station as its primary fire station (DEIR pp. 2.7-29, 2.7-30), the DSFPD has repeatedly stated that the Developer's proposal to utilize the Miller fire station as the primary fire station is unacceptable. The DSFPD has also repeatedly stated that a new fire station located on the site or off site might be acceptable following completion of an evaluation of suitable sites and a modeling of response times that also evaluates roadway modifications necessary to accommodate each option. (DSFPD Letter August 9, 2013). The DSFPD has noted that the Miller station is manned by only two personnel and not three personnel that is the standard for DSFPD and that the Miller station is non-paramedic level facility year round which does not provide any emergency medical services. The DSFPD has also made it clear that any new fire station would have to meet a five minute response time not only for the project but also for other residents of the District. At this juncture, no fire station has been approved for the project and the project is not in compliance with the requirements of DSFPD. This results in a significant and unmitigable fire impact and not no significant impacts as claimed in the DEIR. (DEIR p. 2.7-30).

In addition, in its January 12, 2012 letter the DSFPD noted that all north/south and east/west roads must be public and meet all public road standards. The DEIR clearly establishes that the north/south and east/west roads included as part of the project are private, not public, and none of them are proposed to be improved to public road standards. The Lilac Hills Ranch specific plan expressly states that "all of the roads within the Community will be private roads". (LHR Specific Plan p. II-23). Figure 24 of the specific plan expressly shows that all of the north/south roads through the project site and Covey Lane running east to west are private and that gates will actually be installed at Covey Lane and Mountain Ridge Road prohibiting entrance to the project site. In addition, the June 12, 2012 DSFPD letter notes that all backbone roads must be completed prior to the issuance of building permits and all roads must be

constructed prior to the delivery of combustibles including the proposed north/south road that will link West Lilac Road to Circle R Drive. The fire protection plan for the project does not meet this requirement since it proposes installation of these roads in phases as shown on Figure 14 of the specific plan.

In its March 5, 2013 letter the DSFPD noted that all fuel modification zones must have “a minimum of 100 feet throughout”. The current fire protection plan for the project does not meet this requirement since a number of areas of the project site do not meet the 100-foot standard as shown on Figure 1-6 of the DEIR. Figure 1-6 of the DEIR indicates that there are a number of areas on the project site that will not meet the 100-foot fire buffer mandated by the County Fire Code. Section 4707.2(a) of the County Fire Code expressly requires that any building or structure in a hazardous fire area “shall maintain a fuel modification zone within 100 feet of the building or structure”. The DEIR acknowledges the failure of the project to meet this 100-foot setback standard “could represent a significant impact”. (DEIR p. 2.7-25). However, the fire section of the DEIR simply ignores this significant impact in concluding at the end that no significant fire impacts will occur.

We also note that the June 12, 2012 letter from the DSFPD states that it needs more detailed information regarding the types, sizes and uses of structures within the project for a full evaluation of the impacts on the District’s response capabilities. The DSFPD noted that the developer had failed to provide any specific information regarding these structures which will make all-hazard response planning “impossible”. The lack of this information prevents a proper analysis of the risk of structural fires and the ability of the DSFPD to contain them. The DEIR recognizes that AB 2447 “requires the legislative body of a County to deny approval of a Tentative Map for development, or a parcel map for development, if the project is in a SRA or a very high fire hazard sensitivity zone. The exception to AB 2447 includes projects that obtain written verification from each fire protection agency having jurisdiction over the project site or provide written verification that there would be sufficient structural fire protection or the structures created by the project”. (DEIR p. 3-77). The DEIR states that portions of the project site are within a very high fire hazard zone. (DEIR p. 2.7-11). The failure of Lilac Hills Ranch to provide the DSFPD with detailed information about all structures proposed so that a proper analysis of structural fires can be completed clearly bars approval of the project pursuant to AB 2447.

Viewed collectively, the comments of the DSFPD demonstrate the project does not meet numerous fire requirements of the District or the Fire Code resulting in significant and unmitigable fire impacts. The fire section of the DEIR needs to be extensively revised to address these deficiencies and to demonstrate compliance with the requirements of the DSFPD.

## VI.

### **THE AGRICULTURAL SECTION OF THE DEIR UNDERSTATES AGRICULTURAL IMPACTS WHICH ARE SIGNIFICANT AND UNMITIGABLE**

The agricultural section of the DEIR claims that no significant agricultural impacts will occur from the project. (DEIR pp. 2.4-25, 2.4-26). However, the agricultural standards used to



determine significance in the agricultural section of the DEIR fails to correctly state the standards for agricultural resource impacts contained in Appendix G of the CEQA Guidelines. Appendix G specifies that a project would have a significant agricultural impact if: (1) it converts Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to nonagricultural use; (2) it conflicts with existing zoning for an agricultural use, or a Williamson Act contract; or (3) it involves other changes in the existing environment which, due to their location or nature, could individually or cumulatively result in loss of Farmland to nonagricultural use. Judged by these correct significance standards, the agricultural impacts of the project are clearly significant and unmitigable.

The DEIR demonstrates that the project will convert both Unique Farmland and Farmland of Statewide Importance to non-agricultural use. Table 2.4-2 of the DEIR expressly shows that the site currently includes 329.2 acres of Unique Farmland and 36.2 acres of Farmland of Statewide Importance. (DEIR p. 2.4-5). Collectively, this totals 365.4 acres of existing Unique Farmland and Farmland of Statewide Importance that will be lost as a result of the project. In addition, the DEIR acknowledges that an agricultural impact is significant if it proposes a non-agricultural use within one-quarter mile of an existing agricultural operation. (DEIR p. 2.4-12). The DEIR expressly states that the site presently includes 384 acres of existing agricultural uses consisting of orchards, vineyards, and row crops. (DEIR p. 2.4-4). This is clearly a significant agricultural impact since the project proposes an intensive residential and commercial project directly on the site itself where 384 acres of existing agricultural uses and 365.4 acres of important farmland will be destroyed.

The project also clearly conflicts with the existing zoning designating agricultural uses in both the A-70 and Rural Residential zones. The A-70 zone specifically indicates it is "intended to create and preserve areas intended primarily for agricultural crop production". (Zoning Ordinance § 2700). Most of the project site is designated A-70. In a similar fashion the rural residential zone expressly states it is "intended to create and enhance residential areas where agricultural use compatible with a dominant, permanent residential use is desired". (Zoning Ordinance § 2180). The project clearly conflicts with both of these existing zoning designations resulting in a significant agricultural impact.

The CEQA Guidelines also recognize that an agricultural impact is significant if the project could individually or cumulatively result in the loss of Prime Farmland, Unique Farmland or Farmland of Statewide Importance to non-agricultural uses. As noted previously, the project results in the direct loss of 384 acres of existing agricultural uses to non-agricultural uses. Based on the correct agricultural significance standards, the project meets every one of them and clearly has a significant and unmitigable agricultural impact.

The cumulative agricultural impact analysis is flawed since it fails to consider cumulative impacts from the loss of agriculture documented in the County's General Plan in combination with the incremental loss of the project and other planned development on the area. The EIR adopted for GP 2020 specifically concluded that implementation of the General Plan "would result in the potential conversion of 55,963 acres of agricultural resources to non-agricultural land uses resulting in a significant and unmitigable agricultural impact. (GP 2020 EIR p. S-7). The agricultural section of the DEIR concedes that the project in combination with other

development in the area will result in the loss of 1,052 acres of Important Farmland. (DEIR p. 2.4-22). Collectively this results in the loss of 57,015 acres of agricultural resources to non-agricultural uses, which is clearly a cumulatively significant and unmitigable agricultural impact as determined in the County's own EIR for GP 2020.

## VII.

### **THE PROJECT IS GROWTH INDUCING RESULTING IN A SIGNIFICANT GROWTH-INDUCING IMPACT**

The DEIR acknowledges that the project would result in approximately 5,135 residences at build-out. (DEIR p. 3-80). By contract, the 110 residential units permitted under the existing General Plan would result in a population of about 120 to 360 residents. (DEIR p. 1-38). The population increase caused by the project itself is clearly growth-inducing. If allowed to proceed, the project will in essence add another 4,805 people to an area where they are not permitted under the current General Plan. The CEQA Guidelines expressly recognize that a project is growth-inducing if it "could foster economic or *population growth*, or the construction of additional housing, either directly or indirectly, in the surrounding environment". (CEQA Guidelines § 15126.2(d)). The project is also growth inducing since it adds an additional 1,636 residential dwellings to the area, more than 90,000 square feet of commercial uses that do not currently exist and will include a 50 room country inn, a 300,000 square foot 200 bed group care facility (DEIR p. 1-6), and a 12 acre site suitable for a K-8 school (DEIR p. 1-7). All of these are significant growth-inducing impacts of the project itself without even considering the growth-inducing impacts of adding a new fire station which will serve all residents of the DSFPD and the water reclamation facility that can be used to irrigate all "areas or uses consistent with the VCMWD regulations". (DEIR p. 1-9). These are clearly significant growth-inducing impacts of the project and the failure to recognize them in the DEIR renders the DEIR fatally defective.

## VIII.

### **SIGNIFICANT IMPACTS IDENTIFIED IN THE EIR FOR GP 2020 AND THE OMISSION OF OTHER PLANNED PROJECTS RESULT IN SIGNIFICANT CUMULATIVE IMPACTS NOT RECOGNIZED IN THE PROJECT DEIR**

As a preliminary matter the cumulative section of the DEIR fails to address numerous significant and unmitigable cumulative impacts fully documented in the GP 2020 EIR. Specifically, the General Plan EIR recognized that implementation of the General Plan would result in the conversion of 55,963 acres of agricultural resources to non-agricultural land uses resulting in a significant and unmitigable agricultural impact. Any addition to that loss would also be clearly significant and unmitigable. Similarly, the GP 2020 EIR recognized that implementation of the General Plan would redirect high density growth into areas containing agricultural resources causing an indirect conversion of agricultural resources to non-agricultural uses resulting in a significant and unmitigable agricultural impact. (GP 2020 EIR p. S-7). The GP 2020 EIR also recognized that the General Plan would result in a cumulatively considerable net increase in pollutants for the San Diego Air Basin listed as non-attainment resulting in a significant and unmitigable air quality impact. (Id. p. S-8). The GP 2020 EIR also recognized

that implementation of the General Plan would result in land uses that allow residential, commercial, and industrial development in areas that are prone to wildland fires that would expose people or structures to a significant risk of loss, injury, or death involving wildland fires and a significant and unmitigable fire impact. (Id. p. S-13). It also stated that implementation of the General Plan would contribute pollutants that would significantly degrade water quality and in some instances exasperate existing surface and groundwater pollution conditions in the unincorporated County resulting in a significant and unmitigable water quality impact. (Id. p. S-14). The GP 2020 EIR found that implementation of the General Plan update would permanently increase ambient noise along roadways resulting in a significant and unmitigable noise impact. (Id. p. S-16). It also determined that implementation of the General Plan Update would result in a total of 158 deficient roadway segments throughout the unincorporated County (approximately 32 State highway segments and 125 Mobility Element segments) resulting in a significant and unmitigable traffic impact. Finally, it concluded that greenhouse gas emissions would increase by 7.1 MMT CO<sub>2</sub>e representing an increase of 24% over 2006 levels and a 36% increase from estimated 1990 levels resulting in a significant and unmitigable global climate change impact. (Id. p. S-20). Cumulative conditions caused by the project and other planned development must be considered in addition to these significant and unmitigable impacts already noted in the GP 2020 EIR and the cumulative analysis section needs to be extensively revised to consider them.

The second major flaw in the cumulative analysis is its failure to evaluate and discuss the significant and insignificant impacts of the other projects identified in the cumulative analysis and omitted from the cumulative analysis so that their cumulative impacts are appropriately analyzed in the DEIR. Noticeably absent from the cumulative analysis is a discussion of the significant and insignificant impacts of the Merriam Mountains project located on the western side of I-15 near Deer Springs Road which includes 1,162 additional dwelling units as noted as map key 105 on Table 1-6. Utilizing the SANDAG standard of 12 ADT per resident, this project alone would result in 13,944 average daily trips without even considering the commercial and office-professional uses also permitted as part of its project. An EIR previously prepared for the Merriam Mountains project concluded it would result in significant and unmitigable traffic impacts on numerous roads within the County road system and it would create air quality impacts that were significant and unmitigable. The list of cumulative projects also omits an action taken by the Board of Supervisors to permit approximately 1,456 acres of land adjoining the Lilac Hills Ranch project to be changed from an SR-4 to an SR-2 designation. These were formerly shown as property owner requests VC 7, 9, 11, 20A, 20B, 54, 60, 61, and 66 which are not included in the cumulative project list. The Board of Supervisors' action will result in an additional 720 residential dwellings being permitted in the area adjoining Lilac Hills Ranch which result in an additional 8,736 average daily trips on local and area roads also impacted by the Lilac Hills Ranch project. The cumulative impacts of this project must be included in the cumulative project list and properly evaluated given its close proximity to the Lilac Hills Ranch project and the fact it will result in an additional 8,736 average daily trips based on SANDAG's use of 12 daily trips per resident.

Given the omission of significant impacts caused by the County's General Plan, lack of any evaluation of the significant cumulative impacts from the Merriam Mountains project, and the omission of the impacts from the 720 residential dwellings adjoining Lilac Hills Ranch, the



DEIR needs to be extensively revised to incorporate the significant and cumulative impacts acknowledged in GP 2020 and to include a proper analysis of the cumulative impact of these other projects. The DEIR then needs to be recirculated for public review.

## IX.

### **THE PROJECT IS NOT CONSISTENT WITH THE COUNTY GENERAL PLAN OR THE VALLEY CENTER OR BONSALE COMMUNITY PLANS REQUIRING DENIAL OF THE PROJECT**

As noted previously, the DEIR repeatedly admits the project is not in compliance with the County General Plan. The DEIR declares unequivocally: "The project proposes land uses and densities that are not consistent with the adopted General Plan Land Use Element Regional Category of Semi-Rural and the adopted land use designation of Semi-Rural SR-4 (VCCP Land Use Map) and Semi-Rural SR-10 (BCP Land Use Map)". (DEIR p. 3-64). In fact, the DEIR concedes that the project would be consistent with the General Plan only if the General Plan Amendment is approved which "would result in the project being consistent with the General Plan". (Id. p. 3-64). In multiple places the DEIR readily concedes that the current General Plan permits only 110 single-family dwelling units on the project site and not the 1,748 residential units and numerous commercial uses being proposed. (DEIR pp. S-7, 4-13). In numerous places the DEIR also admits the semi-rural designation for the site is appropriate only for "lower density residential neighborhoods, recreational areas, agricultural operations and related commercial uses that support rural communities". (Id. p. 3-56).

The general plan consistency doctrine has been described as the lynch pin of California's land use and development laws. It is the principle which infuses the concept of planned growth with the force of law. (*Napa Citizens for Honest Government v. Napa County Board of Supervisors* (2001) 91 Cal.App.4<sup>th</sup> 342, 355.) The project's express inconsistency with the San Diego County General Plan and its elements renders it invalid and unlawful. An EIR must be consistent with the governing general plan to be valid. (*Endangered Habitats League v. County of Orange* (2005) 131 Cal.App.4<sup>th</sup> 777, 782; Government Code § 65454 ["No specific plan may be adopted or amended unless the proposed plan or amendment is consistent with the general plan."]). "A county cannot articulate a policy in its general plan and then approve a conflicting project". (*Endangered Habitats, supra* p. 789).

## X.

### **THE PROJECT LACKS SEWER AND RECYCLED EASEMENTS AND EASEMENT RIGHTS TO MOUNTAIN RIDGE ROAD NECESSARY TO APPROVE THE TENTATIVE MAP**

Chicago Title Company's forth amended title report on the project dated August 30, 2012 establishes that Lilac Hills Ranch has no legal rights to use the southern 2500 feet of Mountain Ridge Road as access for its project. Figure 1-7 of the DEIR clearly states the project plans to improve Mountain Ridge Road to private road standards to Circle R Road. Section 81.402 of the County's subdivision ordinance specifies that no tentative map shall be approved unless the map

and its proposed conditions satisfy the following requirements: “(j) Where it is necessary to extend a road beyond the boundaries of a subdivision to provide adequate circulation or fire protection for residents of the subdivision, the subdivider *shall acquire* the necessary easement at the subdivider’s expense.” Thus, the failure of the applicant to secure this easement requires the County to deny the tentative map.

The Valley Center Municipal Water District also wrote a letter on July 8, 2013 clearly establishing that VCMWD does not have sewer or recycled water easement rights for either the Covey Lane parcels or Mountain Ridge Road where the sewer and recycled water pipelines need to be placed. In its letter, the VCMWD declared that it “does not presently have sewer or recycled water easement rights across the Covey Lane parcels or the West side of Mountain Ridge private road from the Lilac Hills Subdivision Boundary to the Circle R Public Road”. In addition, the VCMWD noted that it lacked “sewer easement rights for the southern approximately 1260 feet to connect to Circle R public road”. Section 81.402(n) of the County’s subdivision ordinance clearly mandates the subdivider to provide these easements or the County must deny the tentative map. Section 81.402(n) states that no tentative map shall be approved unless “where the Director DPW determines it is necessary to extend a sewer system beyond the boundaries of the subdivision, the subdivider *shall acquire and provide* all necessary easements and rights-of-way to accommodate the sewer system extension”. Since Lilac Hills Ranch has failed to secure any of these easements the tentative map must be denied.

We note additionally that the developer has submitted a design exception to the County for Mountain Ridge Road acknowledging that based on its current design requirements the road would “have to be completely rebuilt” and vertical curves would have to be lengthened considerably “which would result in some existing driveways no longer being accessible”. These driveways would need to be “redesigned and rebuilt”. The new road “would require permission to grade from multiple neighbors” which will not likely be granted and the cost to “reconstruct this entire road and many large retaining walls would be prohibitive”. By doing so, the developer has conceded it cannot construct Mountain Ridge Road to County design standards and the road construction will cut off existing driveways creating significant impacts to Mountain Ridge Road residents. This needs to be discussed and evaluated in the DEIR as a traffic safety issue and as an impact to existing residential owners in the area.

## XI.

### **THERE IS INADEQUATE SIGHT DISTANCE AT THE MOUNTAIN RIDGE AND CIRCLE R INTERSECTION**

On June 25, 2013 Landmark Consulting submitted a sight distance analysis at the West Lilac Road and Covey Lane intersection. This report determined the sight distance of 480 feet was necessary to comply with County requirements. This report indicated the maximum line of sight distance currently looking south on West Lilac Road was 330 feet assuming no clearing or grading is completed. The report indicated that in order to secure adequate sight distance at this intersection a clear space easement with grading rights would need to be secured from a neighboring owner on Assessor’s Parcel No. 129-190-44. The consent of that owner to grant these additional grading rights has not been granted. Consequently, at this juncture the sight

distance at the intersection of West Lilac Road and Covey Lane is inadequate resulting in a significant and unmitigable traffic safety impact. This needs to be recognized in the DEIR.

## XII.

### THE PROJECT VIOLATES THE COUNTY'S PUBLIC ROAD STANDARDS

A review of Figure 1-7 of the DEIR demonstrates the Lilac Hills Ranch project is proposing only two public roads consisting of West Lilac Road and a small portion of Covey Lane to West Lilac Road. All of the rest of the roads being proposed are private roads which prohibit access to members of the public and to neighboring property owners except in the event of an emergency requiring evacuation of residents where the gates "would be put in an open position allowing surrounding residents to use Lilac Hills Ranch roads". (DEIR pp. S-2, S-3). The proposal of private roads both inside and outside the development clearly violates numerous County policies requiring the roads be public as noted in our December 19, 2012 letter to the County. We are providing a copy of this December 19, 2012 letter as Attachment "1". Please ensure responses are provided to all of the comments contained in the attached December 19, 2012 letter. The project as currently proposed clearly violates a number of County policies requiring the roads be public and not private. The failure to disclose this in the DEIR renders the DEIR defective and violates a number of County policies requiring the roads to be public and not private.

Stated succinctly, the DEIR is clearly inadequate and must be extensively revised to comply with CEQA. The DEIR admits the project is not consistent with the existing Land Use Element of the County General Plan requiring denial of the project under settled precedent. Finally, it is apparent that the project lacks critical access, water, and sewer easements necessary to construct the project which requires denial of the project under the County's subdivision ordinance. The project also violates County standards requiring the roads to be public, not private. **Given the DEIR's deficiencies and the additional new information required to be analyzed, revisions to the Draft EIR are required and recirculation is mandated.**

If you have any questions concerning any of these comments please contact the undersigned at your convenience. We appreciate the opportunity to comment upon the DEIR.

Sincerely,

LAW OFFICES OF WESLEY W. PELTZER



Wesley W. Peltzer

WWP:cm  
Encl.  
cc: Jim Pardee



# LAW OFFICES OF WESLEY W. PELTZER

A PROFESSIONAL CORPORATION  
751 RANCHEROS DRIVE, SUITE 4  
SAN MARCOS, CALIFORNIA 92069  
TELEPHONE (760) 744-7125  
FAX (760) 744-8259  
E-MAIL: WWPELTZER@AOL.COM

December 19, 2012

## Via E-Mail

Mark Slovick  
Planning and Development Services  
County of San Diego  
5510 Overland Avenue  
San Diego, CA 92123

Jarrett Ramaiya  
Planning and Development Services  
County of San Diego  
5510 Overland Avenue  
San Diego, CA 92123

Re: *Comments on Lilac Hills Ranch Specific Plan and Road System*

Dear Mr. Slovick and Mr. Ramaiya:

We represent the Pardee family who owns two properties directly adjoining the Accretive specific plan area. These are the 79-acre Covey Farms property located on the south side of Covey Lane adjoining the Accretive specific plan area and the 40-acre Circle R property that abuts the Accretive specific plan area at the southern end of the Accretive project on Mountain Ridge Road. After reviewing the Lilac Hills Ranch Specific Plan we have some very significant concerns about its impacts on area roads in combination with the recent action by the Board of Supervisors to permit approximately 1,456 acres of land in this area to be changed to a SR-2 designation as part of the County sponsored general plan amendment and the failure of the Accretive specific plan to adhere to a number of County standards and policies contained in the Valley Center Community Plan that mandate the Accretive roads be public and not private as currently proposed and that its road system accommodate other anticipated development in the area. We are requesting that all of the Accretive roads be public roads in accordance with these established standards and that this road system be designed to accommodate other known development in the area. As currently proposed, the Accretive road system land locks a number of other parcels in the area slated for development and fails to provide both existing development and planned development with a safe means of access in the event of a fire.

The Lilac Hills Ranch specific plan permits 1,746 dwelling units with a density of 2.9 dwelling units per acre and 75,000 square feet of commercial retail uses. (Lilac Hills Ranch Specific Plan p. 1-3). Based on SANDAG's guide for vehicular traffic generation rates the Lilac Hills Ranch project would generate 29,952 average daily trips based on 12 trips for each residence and 120 trips for every 1,000 square feet of retail space per the SANDAG guide to vehicular traffic generation rates. As you know, the Board of Supervisors recently approved a County sponsored general plan amendment for property owners that permits an additional 2,863 residences over those originally approved in GP 2020. This additional 2,863 residences will generate an additional 34,356 average daily trips based on a trip generation of 12 trips per day per residence. Collectively, the Lilac Hills Ranch specific plan and the density changes endorsed by the Board of Supervisors for GP 2020 will add 64,308 average daily trips to area roads. This very substantial increase in average daily trips needs to be evaluated carefully in the traffic study

ATTACHMENT 1

for Lilac Hills Ranch. The recent action taken by the Board of Supervisors authorized a change to about 1,456 acres of land in the area around Lilac Hills Ranch from SR-4 to SR-2 which would permit an additional 728 dwelling units in the area surrounding the Lilac Hills Ranch project. These 728 dwelling units will generate an additional 8,736 average daily trips on roads surrounding the Lilac Hills Ranch project based upon SANDAG vehicle generation rates. A number of the area roads surrounding the Lilac Hills Ranch are in a substandard condition since they were never designed to accommodate growth of this magnitude.

A review of the Lilac Hills Ranch specific plan indicates it is currently proposing only two public roads on-site which are West Lilac Road and Street Z located on the northern portion of the Accretive site. (Specific Plan pp. III-3 through III-5). All of the other on-site roads are proposed as private roads with no accommodation of public traffic or traffic from other existing and planned development in this area. This is a recipe for disaster both in terms of traffic flow and fire issues. In fact, the Lilac Hills Ranch specific plan currently proposes the senior center area be gated with guard gates at both Covey Lane and Mountain Ridge Road which would completely prohibit through traffic. A number of properties south of Covey Lane surrounding Lilac Hills Ranch would have no means of access except those properties abutting Covey Lane that presently have access on Covey Lane. Similarly, all of the properties that exist or are being developed south of Mountain Ridge Road would have only one means of access which is south on Mountain Ridge Road. In the event a fire blocked Covey Lane or Mountain Ridge Road both existing and planned development around the project site would be in serious danger in the event of a fire.

The County's major subdivision standards, the County's public road standards and key policies in the Valley Center Community Plan clearly mandate that all roads within Lilac Hills Ranch be public. Section 81.402 of the San Diego County Code on major subdivisions specifically addresses when public roads must be dedicated to County standards. Section 81.402(a) mandates that all property to be subdivided that is designated as Village Residential 2.9 in the County General Plan "shall provide access by public roads dedicated in accordance with the San Diego County Standards" (Section 81.402(a)(1)) except "if the Director DPW determines the roads will ultimately serve no more than an estimated 100 ADT or will not feasibly provide a current or future connection to another public road or another subdivision". (Section 81.402(a)(2)). Since the Lilac Hills Ranch project would generate 29,952 daily trips it is clearly required to provide public roads dedicated in accordance with San Diego County standards per Section 81.402(a)(1). In a similar fashion, Section 81.402(e) provides that "where the property is to be subdivided is located in an area identified in the County General Plan Land Use Element as a commercial or industrial designation, streets providing on-site and off-site access shall be dedicated in accordance with San Diego County Standards". 75,000 square feet of commercial retail uses are proposed as part of the Lilac Hills Ranch project requiring these roads to be public. Finally, Section 81.402(f) provides in pertinent part that: "where the property to be subdivided abuts property that could be further subdivided under the density allowed by the General Plan or could feasibly provide access to a property that could be further subdivided, the subdivider **shall** provide an analysis of the public road system within the proposed subdivision **and that road system shall, where feasible and practical, be public and be designed so as to extend roads to the boundaries of the property to provide through access from the**



Mark Slovick  
Jarrett Ramaiya  
December 19, 2012  
Page 3

**subdivision to existing or future offsite roads, with a goal of improving circulation in the vicinity".** All of these subdivision standards mandate that the Lilac Hills Ranch roads be public.

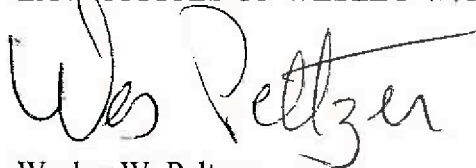
A review of the County public road standards also dictates that the Lilac Hills Ranch roads be public. Section 3.4 of the County's public road standards state that "where land abutting an existing road is to be developed, the developer shall dedicate any necessary additional right-of-way and improve such road, including traffic signal improvements and modifications, traffic control devices, and drainage improvements, to conform to these Standards". The project abuts Covey Lane and Mountain Ridge Road. This section of the County's public road standards also mandates that the Lilac Hills Ranch roads that connect to Covey Lane and Mountain Ridge Road be public.

There are adopted standards in the Valley Center Community Plan that also require the Lilac Hills Ranch roads be public. The mobility policies contained in the Valley Center Community Plan include Policy 12 (p. 53) which provides: "Access in a new subdivision shall be carefully examined. Where a clear circulation need which benefits the overall community can be demonstrated, *public roads consistent with the Department of Public Works policies shall be dedicated and constructed*. Where appropriate, future subdivisions shall be required to access public roads via at least two separate access points". Collectively, all of these policies mandate that the Lilac Hills Ranch roads be public. Please also note that policies adopted in the Valley Center Community Plan require that "the road system function at a service level no worse than "C" at peak hours as development occurs". (Policy 9 p. 52). We are requesting that the traffic studies for this project be required to evaluate the road systems both on-site and off-site in accordance with the "C" level of service mandated by the Valley Center Community Plan.

We are not currently opponents of the Lilac Hills Ranch project but we do want to ensure its road system is designed in a manner that meets the LOS C standard contained in the Valley Center Community Plan and the project provides public roads in accordance with adopted County standards. That is critically necessary for both proper traffic flow and fire safety. We appreciate the opportunity to comment on this specific plan.

Sincerely,

LAW OFFICES OF WESLEY W. PELTZER

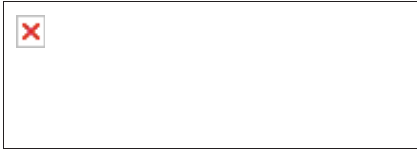
A handwritten signature in black ink, appearing to read "Wes Peltzer", written over the typed name.

Wesley W. Peltzer

WWP:cm

cc: Jim Pardee

Mark—Pasted in and Attached below are Comments on the Accretive DEIR, on behalf of the Valley Center Trails Association.



To: Mark Slovic

From: VCTA

Date: August 19, 2013

Via Email

Re: Accretive DEIR Comments on Trails

The Valley Center Trails Association submits the following Comments on the Accretive DEIR, in addition to all the VCCPG Comments separately submitted.

It is difficult to make comments on this Project and its Draft EIR, because it makes up new terms, or misuses well-defined terms in the county's General Plan, Valley Center Community Plan, and the Community Trails Master Plan. There appears to be a very conscious attempt to mislead the staff, public, and potential purchasers of homes in this Project.

The Specific Plan and DEIR suggest that the project includes a functional public trail system, but most of the trails proposed are private. If approved, the amenities the project will provide will certainly bring in local residents from outside the project. The public park and school would bring in Valley Center and Bonsall residents from outside the development, who should also have access to a public trail system. A private trails system is not consistent with community character, and the Valley Center Community Plan and CTMP provisions for an interconnecting public trails system.

The "Trails Plan" shown in SP Figure 20 does not provide the Staging Area shown on the VC portion of the CTMP along West Lilac Road, between Shirey and Birdsong Lanes, near Lancaster Creek Road (north of the Project). (The trail alignments and Staging Areas depicted on the adopted CTMP are proposed general corridors and sites, and do not represent exact locations.) This Project could and should be, but is not, home to that proposed Staging Area.

Construction of that Planned-For Staging Area as part of this Project would make the

required “pathway” along West Lilac Road actually usable by the general public (as well as potential Project residents) as part of the system. It would complement the Project, and facilitate future expansion of the trails system onto Lancaster Creek Road. Like so many necessary infrastructure pieces this Project neglects, or provides minimum compliance with, trails without a Staging Area for cars for hikers and bikers, and equestrian rigs, are not useful or sustainable.

Normally, projects of this size provide a comprehensive public trail system that connects both neighborhoods within and outside the project, as well as other existing and proposed public facilities and trails. The trail alignments depicted on Figure 20 are mostly private, restricted from or otherwise unusable by equestrians, and lack the CTMP-required 15-foot easements.

Where they are CTMP-defined Pathways, in Valley Center the CTMP requires fencing or barriers between the traveled portions of the road (Goal SG 4 and Policy SP 1). Pathways typically have a tread width of 10-feet (8-feet may be acceptable). “Ranch Multi-Use Trails” (apparently intended to be dedicated to the County) appear to be only a 10 to 12-foot easement, instead of the required 15 feet. Worse yet, they are proposed to have only a 3-foot tread! Although this is expressed as “minimum,” consistent with Accretive’s approach, one can be assured any tread larger than 3 feet will be a rarity. This is NOT consistent with the CTMP, but again not discussed or analyzed in the DEIR.

New road construction requires “Type D Special” constructed on one side of the road. (The non-pathway side right-of-way may be reduced to accommodate the minimum 15 feet of pathway right-of-way required.) Neither the SP or DEIR text, nor Figure 20 show these requirements, and thus are NOT in compliance with the GP, VCCP, or CTMP. Nor does the DEIR discuss or analyze the environmental impacts of the failures.

The “Trails Plan” shows mostly cul de sacs for users of the “Public” trail system, including no way out of the Project to the South. Until Phases 4 and 5, it will be severely truncated and difficult to access for any non-resident of the Project. Even then, it does not provide for a connection out of the Project, as required by the CTMP (assuming Accretive has a legal right to use Mountain Ridge Road, which is apparently highly doubtful).

Although Trail easements adjacent to private roads can be only 10-12 feet, there appears to be no reason (other than Developer skimping on its costs) to create a different, confusing name for a lesser trail component. Similarly, tread width for a county-dedicated Trail Easement along a private road can vary between 3 to 8 feet, but that variance depends on location, grade and topography. Instead, Accretive has made 3 feet their “Standard,” regardless of location, grade and topography.

Finally, the SP and DEIR state that the only financial support for construction and maintenance of ALL

the trails and pathways is the HOA. As with Parks, this is a dubious financing mechanism, since the statewide HOA track record for refusal or failure to adequately provide for such infrastructure makes their existence very risky.

The VCTA hopes and expects that the county will require Accretive to be in complete compliance with the GP, VCCP, and the CTMP. The DEIR must be corrected and re-circulated to meet CEQA's disclosure requirements.

Respectfully submitted,

Rich Rudolf

Chairperson

Cc: Valley Center Community Planning Group

Valley Center Vaqueros, Inc.

Very Truly Yours,

Rich Rudolf  
VCTA Chairperson  
[richrudolf@sbcglobal.net](mailto:richrudolf@sbcglobal.net)  
760-749-0662  
[www.vctrails.org](http://www.vctrails.org)

To: Mark Slovak  
 Project Manager  
 County of San Diego Planning and Development Services

Dear Mr. Slovic -

As a resident of the West Lilac area,( and potential Lilac Hills Ranch), I am deeply concerned with the Fire Protection Plan of LHR, as given in their EIR to the County. I have been through the two major fires in this area in the last 10 years and know first hand what kind of chaos is created when smoke begins creeping in through the windowsills and door cracks; when ash from a closely approaching wildfire falls, covering everything in its wind driven path. The human mind, in its wonderful fight or flight reaction responding to such alarms of danger does not always think logically, thus chaos begins.

My concern is an evacuation route for all those Valley Center residents, who would be using the same roads to go west (in the event of a San Pasqual or eastern Santa Ana fire), out of Valley Center, as the added 5,000 plus residents of Lilac Hills Ranch try to do the same thing on the same roads. Obviously, those LHR evacuees will be filing out on one of the two, two- lane roads which will not have had any improvements except a mere four feet added in a portion of the miles long curvaceous escape. This makes for a perfect recipe of "Bottleneck". Add smoke, lack of visibility, and restricted oxygen along with the *types* of vehicles escaping - horse trailers and pick-ups, elderly (Senior's Home in LHR SP), and the many vehicles traveling westward from the east and the Bottleneck just became chaos, with the great potential of accidents, and even death (as was seen in the 2003 Valley Center Fire). NEVER AGAIN!!!!

I personally lived through that. You have no idea until you are in it! The wind generated by fire, the debris blown across your path, the stinging and suffocating smoke, the singeing embers threatening to land on something precious, forcing a "third" lane against oncoming traffic(as little as it was) trying to get traffic moving... all done under the fear of being caught within the fire's reach.

Of course a fire coming from the high density brush area west of LHR would pose a problem just as well. Those in the development would be forced out, exiting onto Covey Lane and proceeding east, down the curvaceous and extremely narrow West Lilac, again running into the same scenario as above...Bottleneck. Their EIR Fire Protection Plan just doesn't make sense for the residents...new or now present. This community, if allowed under the current EIR, would be a major component for a death trap, just waiting to happen.

LHR's EIR does not provide a means for safe evacuation, but rather complicates an already present problem of crippled two-lane back country roads as the only means of escape for an already present population.

Please consider the facts.

*floann sannipoli*  
*9542 Covey Lane*  
*Escondido, CA 92026*

August 9, 2013

Mark Slovick  
San Diego County Department of Planning and Development Services  
5510 Overland Ave., Ste. 310,  
San Diego 92123

Dear Mr. Slovick,

Several years ago, I and some other wide-eyed optimists from North County drove down to the many Supervisor Meetings at 1600 Pacific Hiway, seriously listening and participating in the compilation and we thought completion, of the new General Plan for San Diego County. It was quite rewarding at the time seeing how county government works and felt like we were part of it. I won't beat about the bush, those of us who care about the future feel very disillusioned when developers get the plan changed.

In 2012, the county's planning department issued a 364 page letter, citing 1000 conflicts with the General Plan regarding the proposed Lilac Hills Project. And it's not dead? I wonder how much the people working for Planning and Development services—particularly the ones making decisions, actually KNOW about the present lay out of North County ? I'm an old woman, 73, lived in North County, primarily Escondido, since 1968. I raised 2 kids here, did some "farming" (goats, chickens and veggies) and feel like I've hiked or biked everywhere in North County. I know North County will change as time passes, but there are limits in water supply, fossil fuel burning as result of 32,000 daily road trips, etc, as in the projected Lilac Hills Project.

This exemplifies the sad news that the people already living here (ie. The Valley Center Community Planning Group) can make a great effort to plan future development of their community, but the outsider with the money comes in and proposes the Lilac Hills Project, intent only on making more money with total disregard for the community plan. They're not staying, just making profit!

I grew up in the beautiful Los Angeles basin during the 40s & 50s. In the early 40s all you saw were beautiful clear skies, dairies, orange groves and so much open space between the little towns in the L.A. basin. Then WWII ended and the GIs came to settle in the tract houses built as far as the eye could see—which soon wasn't far with the advent of smog. I'm so old, imagine knowing L.A. before there was a freeway!

I'm hoping San Diego can learn from those mistakes made by good intentions and the investment of big money. Lilac Hills is a bad idea! Thank you for your time and consideration.

Sincerely,

  
Andrea Seavey



To: MR. Mark Slovick  
8/16/13  
San Diego County Dept. of Planning & Development Services  
5510 Overland Ave., Ste. 310  
San Diego, CA 92123

Dear Mr. Slovick,  
The following are my comments and  
opinions regarding the DEIR for HLAC  
HILLS.

After watching for many years the process of  
creating the San Diego County General Plan at an enor-  
mous cost of about \$19,000,000, I see the G.P. in danger  
of being gutted. If Lilac Hills is approved it will  
indicate anything can be built anywhere in San Diego  
County. Our beautiful back country, in my opinion,  
will be destroyed piece by piece, G.P.A. by G.P.A.

The Lilac Hills project is being allowed to  
skate and speed through the review process without  
proper or adequate investigation, it seems to me. I  
think Lilac Hills does not meet Smart Growth

Standards i.e. leapfrog development, lack of infrastructure, not close to I-15, inducing sprawl and ruining a rural area. I believe Lilac Hills does not meet LEED principles such as lack of infrastructure and minimization of fossil fuel burning. Also, Lilac Hills is opposed by various entities such as water and fire departments and planning groups in Valley Center and Bonsall.

For this project there needs to be a rigorous environmental study. This has not been done. I urge opposition to the DEIR and the total LILAC HILLS project as proposed.

Thank you for your consideration.

Pamela Stahl  
1375 W. 11th Ave.  
Escondido, CA 92029



I read the Draft EIR for Lilac Ranch. I believe its analysis of growth inducement is inadequate and its conclusions incorrect in light of development history in the vicinity.

If you look at land use patterns immediately east of I-15 you will see that starting with the Lawrence Welk development, there has been a near continuous spread of large scale single family residential development from just south of Rt 76 toward Escondido.

This is not what is envisioned in the most recent County General Plan.

If the Supervisors agree that their recently completed General Plan is inadequate to guide anticipated growth, then they might consider approving this project.

It does not have significant environmental impacts in and of itself.

But the project does not rise to the level of meeting the goals outlined by the County for a village.

Indeed, the "village" of Valley Center is 10 miles distant. That is not "walkable" or "bikeable". There is precious little public transportation. This is a rural area served by cars. This development changes that to an area with urban density levels served by cars.

The County and its citizens as well as many experts spent a great deal of time and money creating the new General Plan.

Therefore it is difficult to understand why a series of amendments to the plan, zoning and other recently approved guidelines for growth would be considered this soon after adoption.

This project is basically a straight single family detached subdivision with three later-phase speculative elements: neighborhood serving commercial, senior housing and nursing/assisted living--what I will call congregate care.

Phase I of the project has few to no elements that contribute to sustainability.

The subdivision is not dissimilar to others located slightly east of I-15--from Rt 76 in the north toward Escondido to the south. Its most significant difference is its smaller lots.

In some subdivisions, and in CalFIRE's recommendations, smaller lots and a smaller development perimeter can reduce fire risk. However, in this case, smaller lots may create an inconsistent pattern of vegetation management between private yards and HOA managed lands and open space.

Indeed, even though the FPP seems to say otherwise, it appears from the Tentative Map(s) that there is inadequately designed (common area lot depth and width) common-owned HOA land to create adequate defensible space between structures and between structures and natural or planted vegetation. At a minimum, the SFR lots would have to be larger or the HOA owned area made larger. These areas, which will be pruned and thinned, and in some cases "cleared" must not overlap or infringe on open space and CSS or woodland/riparian areas that are to be left in a natural condition.

Fuel modification should never occur within the protected open space, CSS or woodland/riparian areas.

The project's GP designations and zoning should be approved such that the developer cannot change land uses in later phases from commercial, senior and congregate housing to single family detached housing.

Such future rezoning or a change in development intensity and mix would defeat the stated purposes of the project, which are to create a village.

Unfortunately this project proposes too few dwelling units to create a village. The ADT for this development and reliance on the automobile for most trips (to work, to larger commercial centers, etc.) does not appear to be different from a standard subdivision.

The number of houses in the early phases of the project (in conjunction with existing rooftops in the area) are too few to support the proposed commercial development.

Seniors do not consume at the same rate as younger persons and those with families. Congregate care residents do not usually go shopping. The facilities contract out most purchases to larger vendors.

Concept Landscape Plan (Phase 1 Tract 5572-RPL3) problems:

1. Introduction of horticultural species on the CalIPC (invasive plant council) list of Moderately invasive species--

Cotoneaster  
Gazania  
Vinca major

2. Introduction of non-native horticultural varieties where California native plants are readily available and superior substitutes (use less water, less fertilizer, do not need pesticides, attract birds, insects butterflies)

Rapheolepis (Manzanita spp. lemonade berry, laurel sumac, others, are substitutes)  
Salvia gregii (Cleveland sage and hybrids/cultivars are substitutes)

It is ironic that one of California's premier native plant nurseries, Las Pilitas, is located a stone's throw from this project, yet it appears the developer and its landscape architect, Wimmer Yamada have chosen to ignore this fact. I could be wrong and hope I am.

3. Use of California native plants not found in this area and for which there are perfectly acceptable natives found in the vicinity of the project

Quercus douglasii (Q. Engelmani is a substitute)

The Specific Plan and landscape plans should make it absolutely clear that no species of acacia that are not CA natives, no species of eucalyptus and no non native pines will be used. They are highly flammable.

The choice of street trees is impoverished. The selected species rarely attain enough height and canopy to provide any shade.

Vegetation management issues:

1. Zone A does not need to be cleared. In fact, clearance leads to erosion, build up of heat, and can encourage growth of weedy annuals which when dry, in late spring, are severe fire hazards.

2. Zone B fuel reduction protocol is misstated. 50% is the cover goal after pruning and thinning. As

written, it is conceivable that 50% of existing cover would be removed annually, fairly quickly resulting in a denuded landscape. In addition there is no precedent for cutting back grasses to 4". A more common standard is 6" although there is no peer reviewed research that demonstrates that an arbitrary height, like 6", or arbitrary thinning and pruning beyond 50% canopy on slopes confers any benefit.

Indeed, after the 2003 and 2007 wildfires in San Diego County, a consortium of insurance companies completed an evaluation that suggests that well maintained trees and shrubs of various heights, forming a series of canopies, can knock down burning embers (firebrands) which the EIR correctly identifies as the cause of most structure fires in the WUI in wind driven wildfire conditions.

There are well demonstrated alternatives to the hackneyed landscape plan incorporated into this project.

Deer Springs FD has evaluated a number of alternative solutions and the Hidden Meadows project incorporates a series of greenbelts as buffers--all supporting California native plants in well maintained ranks.

In conclusion, there is little in the EIR that is incorrect except the analysis of inducements to further growth.

But the proposed project/subdivision lacks imagination.

It is easier to forecast that it will not support the stated goals than to believe it will.

Real villages have connectivity to other urbanized areas. This project does not. Valley Center is more than 10 miles distant. Roads between the project and Valley Center cannot support the traffic generated by this project.

Real villages encourage a variety of transportation and transit alternatives. This project will rely virtually 100% on cars.

Excellent examples of very recent nearby development include the Palomar project in San Marcos near rail, bus and high density development.

I fail to understand how the Lilac Ranch project comports with the recently approved County General Plan.

Peter H. StClair  
2341 Whitman Street  
San Diego CA 92103  
619-260-1307

**LILAC HILLS RANCH**  
**3800 12-001 (GPA), 3810 12-001 (SP), 3100 5571 (TM),**  
**3100 5572 (TM), 3600 12-003 (REZ), 3300 12-005 (MUP), 3500 12-017**  
**(STP), 3500 12-018 (STP), HLP XX-XXX, SCH 2012061100**  
**ENVIRONMENTAL LOG NO.: 3910 12-02-003 (ER)**  
**DRAFT EIR PUBLIC REVIEW PERIOD**  
**July 3, 2013 through August 19, 2013**

**DRAFT EIR COMMENT SHEET**

Thursday, August 1, 2013  
COUNTY OF SAN DIEGO  
Planning & Development Services  
5510 Overland Avenue, Suite 310  
San Diego, CA 92123

**WRITTEN COMMENT FORM**

*I believe This Development does not meet any of The zoning Rules, when we applied To split our Property in The same AREA IT WAS 1 house on 4 Acres, how does This development meet These requirements ??*

*Also we were on water rationing LAST year and we will be on water rationing Again AND I know The will need Billions of gallons of water just for compaction, why should The Farmers Reduce water usage if we allow This Development. ???*

(Attach additional pages as needed)



Mr. Richard Thompson  
9176 W Lilac Rd.  
Escondido, CA 92026-4503

**MAIL, FAX or E-MAIL FORMS TO:**

Mark Slovick  
County of San Diego  
Planning & Development Services  
5510 Overland Avenue, Suite 310  
San Diego, CA 92123  
FAX #: (858) 694-3373  
e-mail: [Mark.Slovick@sdcounty.ca.gov](mailto:Mark.Slovick@sdcounty.ca.gov)

*Richard D. Thompson* 8/14/13  
Signature Date

*Richard D. Thompson*  
Print Name

*9176 W. Lilac Rd*  
Address

*Esc. CA 92026*  
City State Zip Code

*760-691-6254*  
Phone Number

**COMMENTS MUST BE RECEIVED BY 4:00 PM, AUGUST 19, 2013**